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November 4, 2020

CHARLES G. KRATTENMAKER, JR.
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OF COUNSEL: RAYMOND SAYEG

VIA EMAIL

Jennifer Raitt, Director
Department of Planning and Community
Development
Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Re: 23 Massachusetts Avenue
Docket No. 2905

Dear Director Raitt:

As requested by the Arlington Redevelopment Board (hereinafter referred to as the "Board"), I am providing the additional information in connection with the above-referenced special permit request:

1. A revised site plan prepared by Bohler Engineering that shows, inter alia, the onsite parking spaces, wayfaring markings in the parking lot, the loading area, the bicycle parking area, the style of bicycle rack and the "do not enter" signs.
2. A memorandum dated October 22, 2020 from Vanasse & Associates, Inc. that addresses, inter alia, queuing onto Sunnyside Avenue before exiting onto Broadway, adequate site lines exiting from the lot, whether exiting from the lot should have a "no left turn" restriction, pedestrian and bicycle safety and queuing matters.

The memorandum also centralizes the traffic consultants recommendations, the proposed TDM plan and parking and operating procedures for the opening of the business.

3. Information as to potential window film, materials suggested for what was originally proposed for the block wall and a revised plan showing, inter alia, the interior employee bicycle parking.

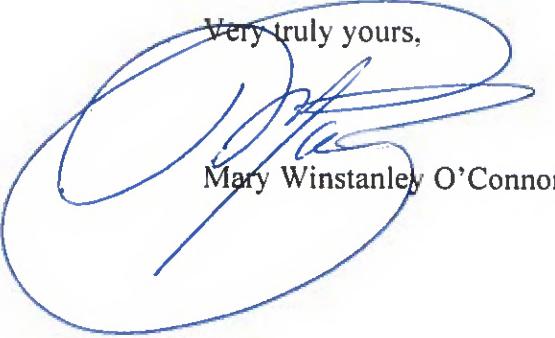
My client was disappointed that TAC had not previously reviewed its traffic report. As you are aware, delays are costly.

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We trust that TAC will have its comments to you as well as myself as counsel for the applicant well before any further hearing. As always, I thank you.

Very truly yours,



Mary Winstanley O'Connor

MWO/ccg
Enclosures
6934

cc: Michael Aldi (via email)
Michael Hunnewell (via email)

MEMORANDUM

TO: Mr. Michael Aldi
Eskar Arlington LLC
9 Wildwood Road
Arlington, MA 01949

FROM: F. Giles Ham, P.E
Partner
Vanasse & Associates, Inc.
35 New England Business Center Drive,
Suite 140
Andover, MA 01810

DATE: October 22, 2020 **RE:** 8641

SUBJECT: Response to Comments
Proposed Retail Marijuana Dispensary
21 Broadway, Arlington, Massachusetts

As requested, Vanasse & Associates, Inc. (VAI) has provided responses to comments raised by the Arlington Development Board. For ease of review, we have provided the comment followed by our response.

Comment: *Is there an issue with sight lines exiting from the lot with the building being up on the lot line? If so, what would be the means to mitigate it? (i.e., mirrors)*

Response: The driveways are an existing condition and the proposed project will not impact the existing sight lines. The sight distance is measured from the edge of the travel way from a point 14.5 feet set back. On both Broadway and Sunnyside Avenue from the edge of the travel way, there is a parking lane, sidewalk, and planting strip and the sight lines are adequate.

Comment: *What is expected for the queuing onto Sunnyside before exiting onto Broadway?*

Response: The average queue from Sunnyside Avenue onto Broadway is 25 feet with the maximum queue of 75 feet. There is approximately 50 feet of storage from Broadway to the site driveway. The maximum queue occurs periodically during the peak hours and vehicles on-site may have to wait for the queue to reduce before exiting. This is not a safety issue but rather an inconvenience for exiting traffic. The delay exiting from Sunnyside Avenue onto Broadway is conservatively estimated at 35 seconds.

Comment: *Should Sunnyside have a restriction NO LEFT TURN during the morning and evening rush hours?*

Response: Based upon our observations of existing conditions and the level of traffic on both Broadway and Sunnyside Avenue, we do not recommend a left-turn restriction from Sunnyside Avenue onto Broadway.

Comment: *ARB wants a more detailed plan as to how you will manage car queueing and parking in the lot and pedestrian queueing in the store.*



Response: It is not anticipated that there will be any significant on-site car queueing as a significant amount of customer parking can be accommodated on-street. Pedestrian queues within the store will be managed by staff as part of the customer management logistics plan.

Comment: *How can the plan be made safer for pedestrians and cyclists?*

Response: Adequate sidewalks exist in the area to safely accommodate pedestrians. A crosswalk can be striped at the Sunnyside Avenue intersection at Broadway. The project will not impact area bicycle conditions and bicycle racks should be added to the site plan.

Comment: *Provide one centralized document that summarizes all recommendations and the TDMP.*

Response: The recommended Transportation Demand Management Plan (attached) is included in the Transportation Impact Assessment.

We trust that these responses adequately addresses the comments and we are available for further clarification if needed.

APPENDIX

RECOMMENDATIONS AND TRANSPORTATION DEMAND MANAGEMENT PLAN

RECOMMENDATIONS

A transportation improvement program has been developed that is designed to provide safe and efficient access to the Project and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation.

Project Access

Access to the Project will continue to be provided by way of one (1) entrance-only driveway along Broadway and one (1) exit-only driveway onto Sunnyside Avenue. The following recommendations are offered with respect to the design and operation of the Project site driveway:

- The exit driveway onto Sunnyside Avenue should be placed under STOP-sign (Manual on Uniform Traffic Devices (MUTCD)¹ R1-1) control, with a painted STOP-bar included. DO NOT ENTER signs should be installed facing Sunnyside Avenue.
- Pavement markings reinforcing the one-way operation of the Project driveway should be painted within the Project site.
- Illumination should be provided at the driveways.
- All signs and other pavement markings to be installed within the Development site shall conform to the applicable standards of the current MUTCD.
- Signs and landscaping adjacent to the Project site driveway intersections should be designed and maintained so as not to restrict lines of sight.

Transportation Demand Management (TDM) Plan

As is the case with many developments, a major focus of the traffic mitigation plan focuses on the reduction of single-occupant vehicles arriving and departing to and from the site. This is predominantly accomplished by developing a comprehensive Transportation Demand Management (TDM) strategy. The proponent is committed to supporting a balanced multimodal transportation plan to serve the employees and patrons of the site. The major features of this TDM plan that support this commitment are as follows:

- ***Designation of a Transportation Coordinator*** - The transportation coordinator oversees all transportation issues including managing the TDM measures, parking, loading, and service. The marijuana dispensary will have a transportation coordinator.
- ***Provision of Transit Schedules*** - Links to the MBTA website will be included on the marijuana dispensary website. In addition, the project proponent will post information regarding public transportation services, maps, schedules, and fare information in a central location.
- ***Bicycling Resources*** - Secured bicycle spaces will be provided outside the building for patrons.
- ***Ride Share Accommodations*** – Accommodations will be provided to encourage the use of ride-sharing to facilitate drop-offs and pick-ups. Three (3) designated Uber/lyft/taxi spaces will be

¹*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, DC; 2009.

provided directly in front of the site. In addition, drop-off and pick-up activity can circulate through the site from Broadway to Sunnyside Avenue.

The project proponent will investigate the implementation of these traffic reduction strategies and will work with the Town to implement such programs.

Parking

A total of 16 parking spaces are provided on the site of which 12 spaces are allocated for the proposed marijuana dispensary. The on-street parking supply along Broadway between the Somerville City Line and Cleveland Street is 62 spaces, most of which are vacant. In order to enhance compliance where on-street parking regulations, the Project proponent will provide new signage updating and formalizing the existing on-street parking regulations along Broadway between the Somerville City Line and Cleveland Street. Specific area parking includes:

- Three (3) Uber/lyft/taxi reserved spaces in front of the building.
- 52 regulated 1-hour spaces along Broadway between the Somerville City Line and Cleveland Street.

Overall, there is adequate parking in the area to support the Project.

OPENING CONDITIONS OPERATIONS PLAN - CUSTOMER MANAGEMENT LOGISTICS

For retail marijuana dispensaries it is essential for a well thought out opening plan developed in consultation with local public safety officials. Elements of the plan include:

- **Additional Staff:** There will be additional security/concierge specifically focused on managing the customers, both internally and on the street along Broadway. These additional staff members will serve as concierge and will not replace the required security and check-in personnel, as required by the Massachusetts Cannabis Control Commission (CCC) regulations.
- **Appointment Only:** For the first month of operation, the Project proponent will require sales be by appointment only to reduce any peak traffic issues. During the initial 6 to 12 months of operation there will be additional staff to monitor lines as concierge/security to maintain order in the public way.
- **Coordinate with Arlington Police:** In advance of its opening day the Project proponent will coordinate with the Arlington Police to arrange for the appropriate detail, discuss any proposed logistics for customer management and share any industry information the police may find useful.